

**Docket No. SA-532**

**Exhibit No. 2-S**

**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C.**

Operations/Human Performance Group Chairmen  
US Airways Ground School  
Ditching Module

(23 Pages)

## **Attachment 18**

**to Operations / Human Performance Group Factual Report**

**DCA09MA026**

**US AIRWAYS GROUND SCHOOL  
DITCHING MODULE**



# *Ditching Procedures*

---

LIFE VEST





# Ditching Procedure

A319/320/321

## Quick Reference Handbook

Evacuation 35

### Captain:

[RH dome light is available]

1. PARKING BRAKE.....ON
2. ENG MASTER 1 and 2.....OFF
3. Evacuation Command.....Initiate
4. Captain Evacuation Checklist complete.

### First Officer:

[RH dome light is available]

1. ATC (VHF-1).....Notify
2. If MAN CAB PR is in use:
  - a. MAN V/S CTL.....Full UP

### After ENG MASTERS OFF:

3. FIRE pbs (ENG and APU).....PUSH
4. AGENTS (ENG and APU) (if required).....DISCH
5. First Officer Evacuation Checklist complete.

ECAM Exceptions QRH Page

- |  |    |
|--|----|
| AVIONICS SMOKE.....                                  | iv |
| BRAKES HOT (On Ground Only).....                     | 60 |
| ENG DUAL FAILURE.....                                | 27 |
| FUEL (L or R) WING TANK LO LVL.....                  | 54 |
| NAV ADR (1+2 or 2+3 or 1+3) FAULT.....               | 41 |
| SMOKE (FWD or AFT) CARGO SMOKE (On Ground Only)..... | 11 |

A319/320/321 QRH

28 MAR 07

### Alphabetic Index

Air Conditioning, Pressurization, and Pneumatics	AIR (L or R) WING.....12
	AIR APU BLEED FAULT.....12
	AIR DUAL BLEED FAULT.....14
	AIR ENG (1 or 2) BLEED NOT CLSD.....12
	AIR PACK (1 or 2) REGUL FAULT.....12
	Cabin Overpressure.....15
	COND ZONE REGUL FAULT.....13
	VENT SKIN VALVE FAULT.....13

Auto Flight, Flight Instruments, and Navigation	ADR 1+2+3 FAULT.....41
	AUTO FLT FCU 1+2 FAULT.....92
	AUTO FLT REAC WIS DET FAULT.....93
	AUTO FLT YAW DAMPER (1 or 2).....92
	CAT 3 Dual Inoperative.....106
	COM VHF (1 or 2 or 3) or HF (1 or 2) EMTTNG.....58
	Display Unit Failure.....49
	Double Probe Heat Fail.....59
	ECAM Single Display.....49
	FMGC Erroneous Predictions.....107
	FMGC Response to Failures.....108
	FWS PWC 1+2 FAULT.....92
	FWS SDAC 1+2 FAULT.....92
	IR Alignment in ATT Mode.....50
	MCDCU Locked or Blank.....106
	NAV ADR FAULT.....43
	NAV FM/GPS POS DISAGREE.....51
	NAV IR FAULT.....50
	NAV RA 1+2 FAULT.....43
	Unreliable Speed Indication.....iv
	ADR Check Procedure.....iv
	WINDSHEAR DET FAULT.....93

Ditching and Forced Landing	Ditching.....89
	Forced Landing.....91

Doors and Windows	Cockpit Door Fault.....88
	DOORS (CABIN or EMER EXIT or CARGO).....16
	DOORS (L or R or FWD or AFT) AVIONICS.....16
	Flightdeck Windshield or Window Avrcng.....15
	Flightdeck Windshield or Window Cracked.....16

Electrical	C/S Tripped.....93
	Circuit Breaker Panels.....97
	ELEC EMER CONFIG.....112
	ELEC GEN (1 or 2) FAULT.....17
	ELEC IDG (1 or 2) OIL (LO PR or OVHT).....16
	Electrical Emergency Configuration Systems Remaining.....18
	Flight on BAT Only.....17

A319/320/321 QRH

28 MAR 07

Index

### Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG DUAL FAILURE" procedure page 27.]

#### PREPARATION

1. ATC/TRANSPONDER.....Notify/As Required  
[Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code A7700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]
  2. Cabin and Cockpit.....Prepare
    - notify cabin crew
    - loose equipment secured
    - survival equipment prepared
    - belts and shoulder harness locked
  3. GPWS SYS.....OFF
  4. GPWS TERR.....OFF  
[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]
  5. CABIN SIGNS.....ON
  6. EMER EXIT LT.....ON
  7. **If Commercial pb is installed:**
    - or a. COMMERCIAL pb.....OFF
    - If Commercial pb is not installed:**
      - a. GALY & CAB.....OFF
  8. LDG ELEV.....Select 0
  9. BARO.....Set
- When below 10000':
10. CREW OXYGEN MASKS.....OFF
  11. OXYGEN CREW SUPPLY.....OFF

Note: Omit normal Descent-Approach and Landing Checklist.

#### APPROACH

12. L/G Lever.....UP
  13. SLATS and FLAPS.....Max Available
- At 2000' AGL:
14. CAB PRESS MODE SEL.....Check AUTO  
[Outflow valve would remain open if MODE SEL were not in AUTO.]
  15. BLEEDS (ENGs and APU).....OFF
  16. DITCHING pb.....ON

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the waves. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal.....Command

### At Touchdown:

18. ENG MASTERS 1 and 2.....Confirm.....OFF
19. APU MASTER SW.....OFF

### After Ditching:

20. ATC (VHF 1).....Notify
21. FIRE pbs (ENGs and APU).....Confirm.....PUSH
22. AGENTS (ENGs and APU).....DISCH
23. Evacuation.....Initiate

Note: After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.

A319/320/321 QRH

28 MAR 07

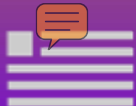
89

90

28 MAR 07

A319/320/321 QRH





# Ditching – Preparation Phase

## Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "EN" section.]

PRI

### 1. ATC/TRANSPONDER.....Notify/As Required

*[Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code A7700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]*

#### 1. ATC/TRANSPONDER.....

*[Notify ATC of the nature of contact with air traffic control message on one of the following frequencies, (VHF) 121.5 MHz or 8364 KHz.]*

#### 2. Cabin and Cockpit .....Prepare

- notify cabin crew
- loose equipment secured
- survival equipment prepared
- belts and shoulder harness locked

#### 3. GPWS SYS ..... OFF

#### 4. GPWS TERR ..... OFF

*[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]*

#### 5. CABIN SIGNS ..... ON

#### 6. EMER EXIT LT ..... ON

#### 7. **▶ If Commercial pb is installed:**

##### or a. COMMERCIAL pb ..... OFF

##### ▶ If Commercial pb is not installed:

##### a. GALY & CAB ..... OFF

#### 8. LDG ELEV ..... Select 0

#### 9. BARO ..... Set

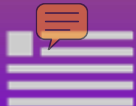
**When below 10000':**

#### 10. CREW OXYGEN MASKS ..... OFF

#### 11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.





# Ditching – Preparation Phase

## Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG"

PRE

## 2. Cabin and Cockpit ..... Prepare

### 1. ATC/TRANSPONDER.....Notify/As Required

[Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code A7700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]

### 2. Cabin and Cockpit ..... Prepare

- notify cabin crew
- loose equipment secured
- survival equipment prepared
- belts and shoulder harness locked

### 3. GPWS SYS ..... OFF

### 4. GPWS TERR..... OFF

[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]

### 5. CABIN SIGNS ..... ON

### 6. EMER EXIT LT ..... ON

### 7. ▶ If Commercial pb is installed:

#### or a. COMMERCIAL pb ..... OFF

#### ↳ If Commercial pb is not installed:

#### a. GALY & CAB ..... OFF

### 8. LDG ELEV ..... Select 0

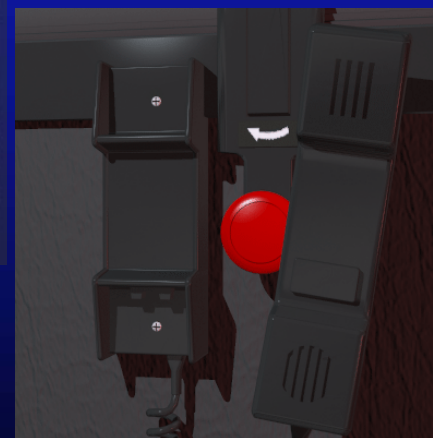
### 9. BARO ..... Set

### When below 10000':

### 10. CREW OXYGEN MASKS..... OFF

### 11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.





# Ditching – Preparation Phase

## Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG" checklist.]

PRE

3. GPWS SYS ..... OFF
4. GPWS TERR ..... OFF

*[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]*

1. ATC/TRANSPONDER.....

[Notify ATC of the nature of the emergency, if possible, by radio. If no radio contact with air traffic control, transmit a MAYDAY message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]

2. Cabin and Cockpit ..... Prepare

- notify cabin crew
- loose equipment secured
- survival equipment prepared
- belts and shoulder harness locked

3. GPWS SYS ..... OFF

4. GPWS TERR ..... OFF

*[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]*

5. CABIN SIGNS ..... ON

6. EMER EXIT LT ..... ON

7. **► If Commercial pb is installed:**

or a. COMMERCIAL pb ..... OFF

**► If Commercial pb is not installed:**

a. GALY & CAB ..... OFF

8. LDG ELEV ..... Select 0

9. BARO ..... Set

**When below 10000':**

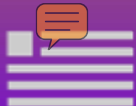
10. CREW OXYGEN MASKS ..... OFF

11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.







# Ditching – Preparation Phase

## Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG" section.]

PRE

- |                       |    |
|-----------------------|----|
| 5. CABIN SIGNS .....  | ON |
| 6. EMER EXIT LT ..... | ON |

1. ATC/TRANSPONDER.....Notify/As Required

[Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code A7700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]

2. Cabin and Cockpit .....Prepare

- notify cabin crew
- loose equipment secured
- survival equipment prepared
- belts and shoulder harness locked

3. GPWS SYS ..... OFF

4. GPWS TERR ..... OFF

[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]

5. CABIN SIGNS ..... ON

6. EMER EXIT LT ..... ON

7. ▶ If Commercial pb is installed:

- or a. COMMERCIAL pb ..... OFF

- ↳ If Commercial pb is not installed:

- a. GALY & CAB ..... OFF

8. LDG ELEV ..... Select 0

9. BARO ..... Set

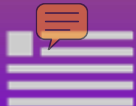
When below 10000':

10. CREW OXYGEN MASKS ..... OFF

11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.





# Ditching – Preparation Phase

## Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG" checklist.]

PRE

7. **▶ If Commercial pb is installed:**

or a. COMMERCIAL pb ..... OFF

**▶ If Commercial pb is not installed:**

a. GALY & CAB ..... OFF

1. ATC/TRANSPONDER.....

[Notify ATC of the nature of the emergency. If possible, contact with air traffic control, message on one of the following frequencies (if installed) 2182 KHz or 8364 KHz.]

2. Cabin and Cockpit ..... Prepare

- notify cabin crew
- loose equipment secured
- survival equipment prepared
- belts and shoulder harness locked

3. GPWS SYS ..... OFF

4. GPWS TERR ..... OFF

[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]

5. CABIN SIGNS ..... ON

6. EMER EXIT LT ..... ON

7. **▶ If Commercial pb is installed:**

or a. COMMERCIAL pb ..... OFF

**▶ If Commercial pb is not installed:**

a. GALY & CAB ..... OFF

8. LDG ELEV ..... Select 0

9. BARO ..... Set

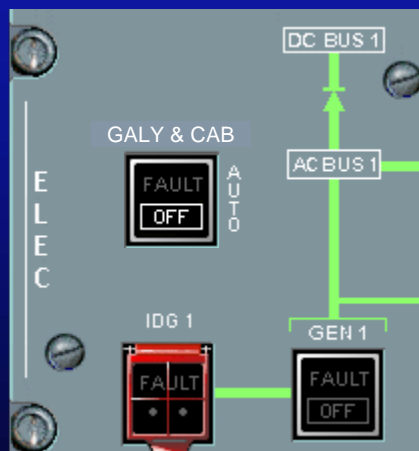
**When below 10000':**

10. CREW OXYGEN MASKS ..... OFF

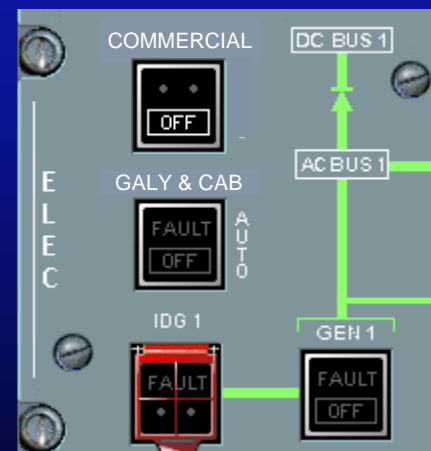
11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.

## A319/320



## A321





# Ditching – Preparation Phase

## Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG" section.]

8. LDG ELEV .....Select 0

### PREPARATION

1. ATC/TRANSPONDER.....Notify/As Required

[Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code A7700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]

2. Cabin and Cockpit .....Prepare

- notify cabin crew
- loose equipment secured
- survival equipment prepared
- belts and shoulder harness locked

3. GPWS SYS ..... OFF

4. GPWS TERR ..... OFF

[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]

5. CABIN SIGNS ..... ON

6. EMER EXIT LT ..... ON

7. ▶ If Commercial pb is installed:

or a. COMMERCIAL pb ..... OFF

↳ If Commercial pb is not installed:

a. GALY & CAB ..... OFF

8. LDG ELEV .....Select 0

9. BARO ..... Set

When below 10000':

10. CREW OXYGEN MASKS ..... OFF

11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.





# Ditching – Preparation Phase

## Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG" section.]

9. BARO ..... Set

### PREPARATION

1. ATC/TRANSPONDER.....Notify/As Required

[Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code A7700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]

2. Cabin and Cockpit .....Prepare

- notify cabin crew
- loose equipment secured
- survival equipment prepared
- belts and shoulder harness locked

3. GPWS SYS ..... OFF

4. GPWS TERR ..... OFF

[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]

5. CABIN SIGNS ..... ON

6. EMER EXIT LT ..... ON

7. **► If Commercial pb is installed:**

or a. COMMERCIAL pb ..... OFF

**► If Commercial pb is not installed:**

a. GALY & CAB ..... OFF

8. LDG ELEV ..... Select 0

9. BARO ..... Set

**When below 10000':**

10. CREW OXYGEN MASKS ..... OFF

11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.





# Ditching – Preparation Phase

## Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENGINE STOP" procedure.]

PRE

**When below 10000':**

- |                              |     |
|------------------------------|-----|
| 10. CREW OXYGEN MASKS.....   | OFF |
| 11. OXYGEN CREW SUPPLY ..... | OFF |

1. ATC/TRANSPONDER.....

[Notify ATC of the nature of the emergency. If unable to contact with air traffic control, switch to 121.5 MHz or, if installed, transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]

2. Cabin and Cockpit .....Prepare

- notify cabin crew
- loose equipment secured
- survival equipment prepared
- belts and shoulder harness locked

3. GPWS SYS ..... OFF

4. GPWS TERR..... OFF

[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]

5. CABIN SIGNS ..... ON

6. EMER EXIT LT ..... ON

7. **► If Commercial pb is installed:**

or a. COMMERCIAL pb ..... OFF

**► If Commercial pb is not installed:**

a. GALY & CAB ..... OFF

8. LDG ELEV ..... Select 0

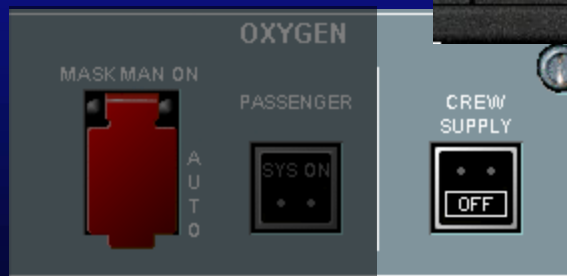
9. BARO ..... Set

**When below 10000':**

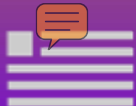
10. CREW OXYGEN MASKS..... OFF

11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.







# Ditching – Approach Phase

## APPROACH

12. L/G Lever ..... UP

13. SLATS and FLAPS .....

**At 2000' AGL:**

12. L/G Lever ..... UP

14. CAB PRESS MODE SEL ..... Check AUTO

[Outflow valve would remain open if MODE SEL were not in AUTO.]

15. BLEEDs (ENGs and APU) ..... OFF

16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

**At 500' AGL:**

17. Brace Signal ..... Command

**At Touchdown:**

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF

19. APU MASTER SW ..... OFF

**After Ditching:**

20. ATC (VHF 1) ..... Notify

21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH

22. AGENTS (ENGs and APU) ..... DISCH

23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.

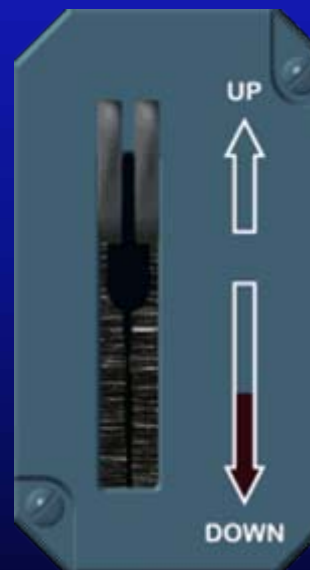
9. BARO ..... Set

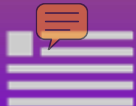
**When below 10000':**

10. CREW OXYGEN MASKS ..... OFF

11. OXYGEN CREW SUPPLY ..... OFF

**Note:** Omit normal Descent-Approach and Landing Checklist.





# Ditching – Approach Phase

## APPROACH

12. I/G Lever ..... UP

13. SLATS and FLAPS ..... Max Available

### At 2000' AGL:

14. CAB PRESS MODE SEL ..... Check AUTO

[Outflow valve would remain open if MODE SEL were not in AUTO.]

15. BLEEDS (ENGs and APU) ..... OFF

16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal ..... Command

### At Touchdown:

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF

19. APU MASTER SW ..... OFF

### After Ditching:

20. ATC (VHF 1) ..... Notify

21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH

22. AGENTS (ENGs and APU) ..... DISCH

23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.





# Ditching – Approach Phase

## APPROACH

12. L/G Lever ..... UP  
13. SLATS and FLAPS .....

### At 2000' AGL:

14. CAB PRESS MODE SEL .....  
[Outflow valve would remain open]  
15. BLEEDS (ENGs and APU) .....  
16. DITCHING pb .....

### At 2000' AGL:

14. CAB PRESS MODE SEL ..... Check AUTO  
[Outflow valve would remain open if MODE SEL were not in AUTO.]

**Note:** If strong winds, ditch into the swell. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal ..... Command

### At Touchdown:

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF  
19. APU MASTER SW ..... OFF

### After Ditching:

20. ATC (VHF 1) ..... Notify  
21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH  
22. AGENTS (ENGs and APU) ..... DISCH  
23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.



# Ditching – Approach Phase



## APPROACH

12. L/G Lever.....UP  
13. SLATS and FLAPS.....

**At 2000' AGL:**

15. BLEEDs (ENGs and APU)..... OFF

14. CAB PRESS MODE SEL ..... Check AUTO  
[Outflow valve would remain open if MODE SEL were not in AUTO.]

15. BLEEDs (ENGs and APU)..... OFF

16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

**At 500' AGL:**

17. Brace Signal.....Command

**At Touchdown:**

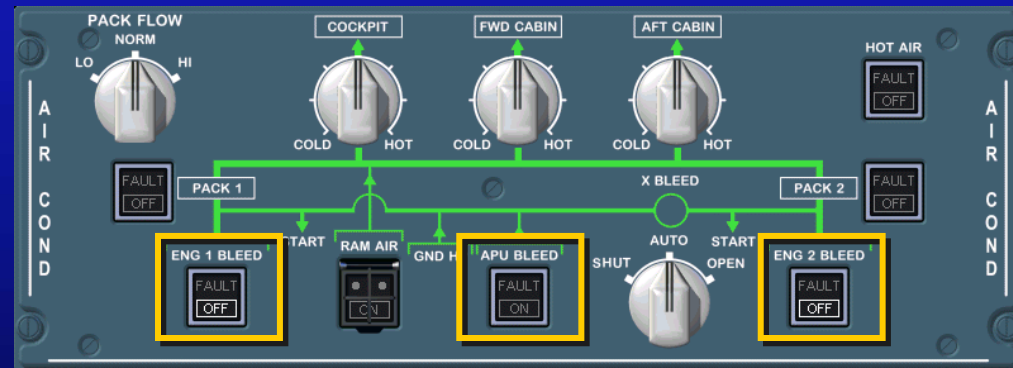
18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF  
19. APU MASTER SW ..... OFF

**After Ditching:**

20. ATC (VHF 1) ..... Notify  
21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH  
22. AGENTS (ENGs and APU) ..... DISCH  
23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.





# Ditching – Approach Phase

## APPROACH

12. L/G Lever.....UP

13. SLATS and FLAPS.....

**At 2000' AGL:**

16. DITCHING pb ..... ON

14. CAB PRESS MODE SEL ..... Check AUTO

*[Outflow valve would remain open if MODE SEL were not in AUTO.]*

15. BLEEDS (ENGs and APU) ..... OFF

16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

**At 500' AGL:**

17. Brace Signal.....Command

**At Touchdown:**

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF

19. APU MASTER SW ..... OFF

**After Ditching:**

20. ATC (VHF 1) ..... Notify

21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH

22. AGENTS (ENGs and APU) ..... DISCH

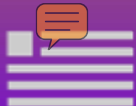
23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.







# Ditching – Approach Phase

## APPROACH

12. L/G Lever ..... UP

13. SLATS and FLAPS ..... UP

### At 2000' AGL:

14. CAB PRESS MODE SEL ..... ON

[Outflow valve would remain open]

15. BLEEDS (ENGs and APU) ..... OFF

16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal ..... Command

### At Touchdown:

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF

19. APU MASTER SW ..... OFF

### After Ditching:

20. ATC (VHF 1) ..... Notify

21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH

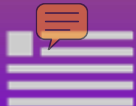
22. AGENTS (ENGs and APU) ..... DISCH

23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.





# Ditching – Approach Phase

## APPROACH

12. L/G Lever.....UP

13. SLATS and FLAPS.....

### At 2000' AGL:

14. CAB PRESS MODE SEL.....

[Outflow valve would remain open]

15. BLEEDS (ENGs and APU)..... OFF

16. DITCHING pb..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal.....Command

### At Touchdown:

18. ENG MASTERS 1 and 2..... Confirm..... OFF

19. APU MASTER SW..... OFF

### After Ditching:

20. ATC (VHF 1)..... Notify

21. FIRE pbs (ENGs and APU)..... Confirm..... PUSH

22. AGENTS (ENGs and APU)..... DISCH

23. Evacuation.....Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.

### At 500' AGL:

17. Brace Signal.....Command





# Ditching – Approach Phase

## APPROACH

12. L/G Lever ..... UP

13. SLATS and FLAPS ..... UP

### At 2000' AGL:

14. CAB PRESS MODE SEL ..... ON

[Outflow valve would remain open]

15. BLEEDS (ENGs and APU) ..... OFF

16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal ..... Command

### At Touchdown:

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF

19. APU MASTER SW ..... OFF

### After Ditching:

20. ATC (VHF 1) ..... Notify

21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH

22. AGENTS (ENGs and APU) ..... DISCH

23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.

### At Touchdown:

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF

19. APU MASTER SW ..... OFF



# Ditching – Approach Phase



## APPROACH

12. L/G Lever ..... UP  
13. SLATS and FLAPS .....

### At 2000' AGL:

14. CAB PRESS MODE SEL .....  
[Outflow valve would remain open if MODE SEL were not in AUTO.]  
15. BLEEDS (ENGs and APU) ..... OFF  
16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal ..... Command

### At Touchdown:

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF  
19. APU MASTER SW ..... OFF

### After Ditching:

20. ATC (VHF 1) ..... Notify  
21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH  
22. AGENTS (ENGs and APU) ..... DISCH  
23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.

## After Ditching:

20. ATC (VHF 1) ..... Notify



# Ditching – Approach Phase



## APPROACH

12. L/G Lever.....UP  
13. SLATS and FLAPS.....

### At 2000' AGL:

14. CAB PRESS MODE SEL .....  
[Outflow valve would remain open if MODE SEL were not in AUTO.]  
15. BLEEDS (ENGs and APU)..... OFF  
16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal.....Command

### At Touchdown:

18. ENG MASTERS 1 and 2..... Confirm ..... OFF  
19. APU MASTER SW ..... OFF

### After Ditching:

20. ATC (V/HF 1) ..... Notify  
21. FIRE pbs (ENGs and APU)..... Confirm ..... PUSH  
22. AGENTS (ENGs and APU)..... DISCH  
23. Evacuation ..... Initiate

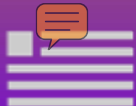
**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.

21. FIRE pbs (ENGs and APU)..... Confirm ..... PUSH  
22. AGENTS (ENGs and APU)..... DISCH







# Ditching – Approach Phase

## APPROACH

12. L/G Lever ..... UP

13. SLATS and FLAPS ..... UP

### At 2000' AGL:

14. CAB PRESS MODE SEL ..... ON

[Outflow valve would remain open]

15. BLEEDS (ENGs and APU) ..... OFF

16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

17. Brace Signal ..... Command

### At Touchdown:

18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF

19. APU MASTER SW ..... OFF

### After Ditching:

20. ATC (VHF 1) ..... Notify

21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH

22. AGENTS (ENGs and APU) ..... DISCH

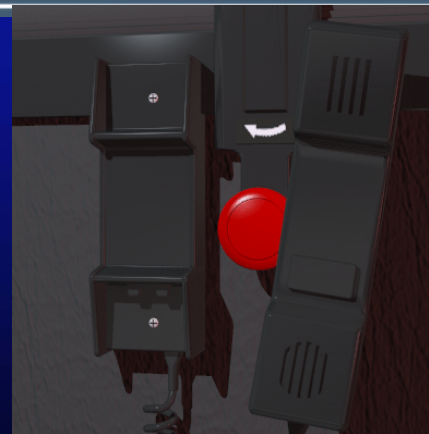
23. Evacuation ..... Initiate

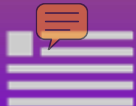
**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.

23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.





# Ditching – Approach Phase

## APPROACH

- 12. L/G Lever ..... UP
- 13. SLATS and FLAPS ..... Max Available

### At 2000' AGL:

- 14. CAB PRESS MODE SEL ..... Check AUTO  
*[Outflow valve would remain open if MODE SEL were not in AUTO.]*
- 15. BLEEDs (ENGs and APU) ..... OFF
- 16. DITCHING pb ..... ON

**Note:** If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

### At 500' AGL:

- 17. Brace Signal ..... Command

### At Touchdown:

- 18. ENG MASTERS 1 and 2 ..... Confirm ..... OFF
- 19. APU MASTER SW ..... OFF

### After Ditching:

- 20. ATC (VHF 1) ..... Notify
- 21. FIRE pbs (ENGs and APU) ..... Confirm ..... PUSH
- 22. AGENTS (ENGs and APU) ..... DISCH
- 23. Evacuation ..... Initiate

**Note:** After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

- 24. Ditching Checklist complete.